

me to be a proposition beyond controversy. The population, agricultural products, manufactures and general enterprise of the West will have so increased in the next ten years, that no one public work now completed or projected in that direction can, it appears to me, fail to secure employment to its full capacity at remunerating prices. Another remarkable fact should be mentioned here, and it is this, that the large receipts of the last year were derived principally from the local trade ~~at~~ and between Wheeling and Baltimore. What will not be the operations of this road when relieved from its dependence upon the uncertain navigation of the Ohio River, and when it shall have directed its unfettered energy to secure the advantages to be offered, next summer, by the opening of the Central Ohio Railroad to Wheeling, with its connections ramifying through seven hundred miles of a rich and populous country. The Branch Road to Parkersburg, when completed, and its lines of extension reaching to the West, North West and South West, landing together the commercial and manufacturing cities and agricultural districts of those great divisions of the country, must inevitably pour along the Main Stem a current of trade which will fill it to the capacity of a double track. Unto I lose my confidence in the expansive energies of the Nation, as well as in the characteristic enterprise of the western people. I certainly cannot abate one jot of my faith in the destiny of the Baltimore and Ohio Railroad. It is now stretching its arm to the waters of the Mississippi; and, at no distant day, it will enter the lists as a formidable competitor for the immense trade of the Pacific. As one of the main distributing arteries of national commerce, it will become essential to the circulation and equilibrium of the system; and its profits will be commensurate with the magnitude of its operations.

The Washington Branch of the Baltimore and Ohio Railroad has increased its revenue for the last, as compared with the preceding year, by the sum of \$36,408.18, notwithstanding the reduction of fare from one dollar and eighty to one dollar and twenty five cents; and the President and Directors express the belief that, although there was a slight falling off in July, August and September (the three months next preceding the close of the fiscal year of the Company, during which the reduction operated,) the former receipts will be hereafter exceeded, as the number of passengers is gradually increasing. From this road the State received, in 1852, the sum of \$44,000 on account of dividends, and \$59,826.69, on account of a capitation tax, making a total of \$103,826.69; and in the last year, the sum of \$55,000 for dividends, and \$70,426.38, on account of capitation tax, showing an aggregate of \$125,426.38, and an